

Please note: These transcripts are not individually reviewed and approved for accuracy.

FIVE-YEAR PLAN WORKSHOP
FOR THE TIRE RECYCLING MANAGEMENT PROGRAM
STATE OF CALIFORNIA
INTEGRATED WASTE MANAGEMENT BOARD

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
AUDITORIUM
21865 E. COPLEY DRIVE
DIAMOND BAR, CALIFORNIA

TUESDAY, OCTOBER 24, 2006

10:00 A.M.

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CERTIFIED SHORTHAND REPORTER
LICENSE NUMBER 12277

PETERS SHORTHAND REPORTING CORPORATION (916) 362-2345

APPEARANCES

BOARD MEMBER

Ms. Rosalie Mul

STAFF

Mr. Keith Cambridge, Supervisor, Hauler & Manifest Section

Ms. Lillian Conroe, Supervisor, Waste Tire Enforcement

Ms. Sally French, Staff

Mr. Bob Fujii, Supervisor, Remediation & Engineering
Technical Services Section

Mr. Nate Gauff, Staff

Mr. Jim Lee, Deputy Director, Special Waste Division

Mr. Frank Simpson, Supervisor, Product Promotion &
Assistance Section

Ms. Georgianne Turner, Supervisor, Enforcement &
Permitting Section (North)

ALSO PRESENT

Ms. Christina Buchanan, City of San Diego

Mr. Bill Prinz, City of San Diego Solid Waste Local
Enforcement Agency

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1 PROCEEDINGS

2 DEPUTY DIRECTOR LEE: Good morning, everyone.
3 Thank you all for coming. If you can take a moment and
4 take your seats, I'd appreciate it and we'll get the show
5 on the road here.

6 My name is Jim Lee. I'm the Deputy Director for
7 the Special Waste Division. To those of you maybe trying
8 to listen on the web, we'll get our audience visual taken
9 care of in short order.

10 One more time. That sounds better. Good
11 morning. Thank you all for coming to today. My name is
12 Jim Lee. I'm the Deputy Director for the Special Waste
13 Division. This is going to be the second in a series of
14 meetings that the Board staff is having on the Five-Year
15 Tire Plan to revise it and as part of the biennial
16 revision process.

17 It was 16 months ago in May of 2005 that we
18 concluded the last revision of the Five-Year Tire Plan.
19 We now are embarking on the next update process. As I
20 mentioned, we're going to hold a series of workshops to
21 elicit input from stakeholders and interested parties.

22 The first meeting was held in Sacramento last
23 month. There will be two additional meetings to be held
24 under the osmosis of the Special Waste Committee, which
25 are scheduled for January and March with specific dates to

1 be announced in the near future. The process is expected
2 to conclude with a draft plan proposed for adoption by the
3 Board in May of next year.

4 I want to talk a little bit about the format of
5 today's meeting. Staff will present overviews of the
6 elements of the current Five-Year Plan as a foundation for
7 today's discussion. The five elements are: Enforcement,
8 Cleanup and Abatement, Research, Market Development, and
9 the Waste Tire Hauler Manifest System.

10 At the conclusion of each element, public comment
11 will be solicited. Public input received will be
12 considered and reflected in a draft document which will be
13 made available before the January meeting.

14 I'd like to take a moment to reflect on some of
15 our progress in implementing the Board's direction as set
16 forth in the current Five-Year Plan. As I mentioned
17 before, the last Five-Year Plan was adopted in May of
18 2005. And among other things, it was characterized by a
19 commitment to complete the remediation of the Tracy tire
20 fire site. Indeed, we can now report that all residual
21 waste and soil contamination has been removed from that
22 site.

23 The plan also discussed the need to cleanup the
24 Sonoma tire sites, the largest of the known remaining tire
25 piles in the state. Five of the eight identified sites

1 have been remediated with over 90 percent of the waste
2 tires located there removed and disposed of.

3 The plan was also characterized by an affirmation
4 of support for an enhanced waste tire enforcement effort
5 and implementation of a revised waste tire manifest
6 system.

7 Participation of local jurisdictions in the
8 Board's Waste Tire Enforcement Program covering most of
9 the state has now been secured.

10 A Comprehensive Trip Log Manifest Program with
11 provision for electronic data processing has been
12 instituted which has significantly decreased cost and
13 administrative burden on the regulated community and Board
14 staff.

15 The existing plan was also characterized by a
16 refocused effort on rubberized asphalt concrete, civil
17 engineering uses of tires, and a revamped Business
18 Assistance Program which staff and the Board concluded
19 were the best available methods for substantively and cost
20 effectively increasing the diversion and recycling of
21 waste tires.

22 Now I want to take a moment to reflect on a
23 couple of financial issues that will effect funds
24 available for future years. Our available revenue for
25 fiscal year 2006-07 and 2007-08 will be augmented by an

1 additional \$5 million made available through a BCP for RAC
2 and civil engineering uses of tires. Also, trailer bill
3 language to this year's Budget Act will maintain the
4 portion of the waste tire fee going to support the Board's
5 tire program at one dollar instead of dropping it to 75
6 cents at the end of this year. That will mean that we
7 will be able to maintain the existing level of services
8 without a scale back of activities which would have
9 otherwise been necessary.

10 In conclusion, this morning, we want to solicit
11 your comments today on the success of our efforts to date
12 that I've gone over with you this morning. We also want
13 to hear from you if you feel that we're on the right track
14 or if we need to move in a new direction. We want to hear
15 from you if you have other ideas which you feel are
16 better.

17 I want to thank you for your attention this
18 morning. And I'll turn this program over to my staff to
19 start the discussions of the specific elements.

20 But before I do so, again, I do want to recognize
21 one of our Board members on the Special Waste Committee
22 that is in the audience this morning, Ms. Rosalie Mulé.

23 Okay. I think, George, you're next up to present
24 Enforcement.

25 (Thereupon an overhead presentation was

1 presented as follows.)

2 SUPERVISOR TURNER: Correct. Good morning. As
3 Jim mentioned, our first element we're going to discuss
4 today is the Tire Enforcement Program.

5 As most of you know, the main goal of our program
6 is to reduce and to the extent possible eliminate illegal
7 disposal and storage of waste tires, which have the
8 potential to cause public health and environmental
9 concerns usually in the form of a tire fire and/or the
10 breeding of disease-spreading vectors.

11 We approach this goal from several different
12 angles. The first is to maintain a strong and uniform
13 inspection and enforcement program at the State and the
14 local level. This is done by our enforcement field staff
15 and through the Waste Tire Enforcement Grant Program.
16 These functions are currently supported by \$1.7 million
17 for staff allocations and \$6 million for local
18 governments. These two programs work hand in hand to
19 inspect waste tire businesses, educate the community about
20 the waste tire regulations, and obtain compliance by
21 issuing enforcement orders for non-complying businesses.

22 The Board staff are responsible for helping grow,
23 support, train, and monitor the performance of the waste
24 tire enforcement grantees who carry out the initial
25 inspections and issue NOVs to non-complying businesses.

1 We also support grantees in their duties to
2 educate businesses and their communities about the hazards
3 of illegal storage of tires and on conducting surveillance
4 activities to stop illegal hauling and dumping at the
5 local level.

6 Board staff are also responsible for conducting
7 inspections and surveillance activities where there are no
8 local grantees. They issue permits to waste tire
9 facilities throughout the state and conduct enforcement
10 activities where locals cannot obtain compliance at the
11 Notice of Violation stage. This provides a uniform
12 approach to enforcement. These enforcement efforts which
13 include Notices of Violations, Cleanup and Abatement
14 Orders, administrative complaints, referrals to local
15 district attorney's offices, and the State Attorney
16 General's office, which have resulted in the operators and
17 property owners cleaning up over six million tires. We
18 also administer supporting contracts which I'll discuss
19 later.

20 The participation in the Waste Tire Enforcement
21 Program continues to increase from its low with
22 approximately 18 different agencies funded between 1997
23 and the year 2001 with a program budget of 500,000.
24 During fiscal year 2002/2003, the Board allocated \$4
25 million and received 24 applicants and awarded 24

1 jurisdictions \$3.7 million. Two years later, fiscal year
2 2004/2005, the Board awarded 38 applications totaling over
3 \$5 million.

4 As of the last grant cycle, 79 percent of the
5 State's businesses are covered by grantees. Inspections
6 have increased to over 7500 inspections per year, from
7 1,400 in fiscal year 2002/2003. Out of the 27,000 tire
8 businesses listed in our waste tire management system
9 database, 46 percent of those have been inspected at least
10 once by either Board staff and/or grantees in the last
11 two years.

12 Other programs in this element include
13 Surveillance and Enforcement Assistance Program, the CDAA
14 Assistance Program, and the database development.
15 Although these programs are smaller in our overall budget,
16 they are very important to the program because they
17 provide invaluable support to the local governments and to
18 field inspectors for follow-up enforcement.

19 The Surveillance and Enforcement Assistance
20 Program consists of a satellite imagery contract, the ARB
21 camera support agreement, and the CHP contract. They all
22 assist staff in the following ways. They identify illegal
23 tire piles that pose a public health and environmental
24 threat. They assist in gathering evidence on illegal
25 haulers and illegal storage sites. They provide security

1 for staff while inspecting and/or cleaning up sites where
2 we have had issues with particular owners. They provide
3 legal service enforcement documents when necessary. They
4 provide training to the CHP and other local enforcement
5 agencies on the waste tire hauler regulations and Vehicle
6 Code violations to enhance enforcement. And they provide
7 vehicle checkpoints throughout the state for education and
8 enforcement purposes.

9 The CHP and the satellite imagery efforts also
10 support the work that the branch has been doing on the
11 Mexican border. Lillian Conroe and the City of San Diego
12 will be discussing these efforts in further detail later.

13 The California District Attorneys' Association
14 Assistance Program provides the CIWMB with legal
15 assistance to prosecute administrative enforcement penalty
16 actions -- the Board normally will prosecute cases through
17 administrative enforcement penalty action. However, there
18 are times we're doing multi-media cases and it is more
19 effective to work through the local district attorney's
20 office. The California District Attorney Association
21 contract that we have with them assists them in taking
22 cases in rural jurisdictions where they don't have the
23 resources to do so. CDAA also provides training to our
24 staff and grantees on conducting investigations when
25 pursuing criminal and civil actions.

1 Lastly, our database development effort. The
2 first and basic stages of the waste tire management system
3 database are complete. We currently have a database that
4 manages all the waste tire businesses, their general
5 business information, their hauler registration
6 information, manifests, inspections on those facilities,
7 complaints, and enforcement actions.

8 Additional work that needs to be done includes
9 expanding the reporting capabilities so that we can report
10 on their performance measures more extensively, expand
11 enforcement tracking to include the Legal office's needs,
12 and to incorporate satellite imagery information, as well
13 as developing a module for the remediation and cleanup
14 program, and to finish up developing the permit module.

15 Lastly, although we have discussed the
16 enforcement element as a separate function, it is
17 important to acknowledge that these elements support and
18 closely coordinate with the Waste Tire Cleanup and Amnesty
19 Day Cleanup Program and the Board-Managed Cleanup Program,
20 the Mexican border issues discussed in several elements,
21 and most importantly, our very link to the Waste Tire
22 Hauler and Manifest Program that Keith will talk about. I
23 think right now we will have a presentation by the city of
24 San Diego on an aspect of the border program.

25 MS. FRENCH: We have Christina Buchanan from the

1 City of San Diego.

2 (Thereupon an overhead presentation was
3 presented as follows.)

4 MS. BUCHANAN: Good morning, Deputy Director Lee,
5 Board staff, Board Member Mulé, and members of the
6 audience.

7 This is a presentation that was given in Spanish
8 in Tijuana to City officials there in order to explain the
9 contract that we have and the assistance that we're able
10 to provide through that contract.

11 --o0o--

12 MS. BUCHANAN: The City of San Diego Solid Waste
13 Local Enforcement Agency has a grant from the State of
14 California to develop a Tire Outreach Program, TOP, with
15 interested parties in Tijuana.

16 --o0o--

17 MS. BUCHANAN: When it rains, the city of San
18 Diego is impacted by tires that wash downstream from the
19 Caon de los Mataderos and Caon de Los Laureles in
20 Tijuana. Some of these tires are dumped and some are used
21 for informal construction projects.

22 --o0o--

23 MS. BUCHANAN: In 2003, the LEA administered two
24 waste tire cleanup grants in the Tijuana River Valley.
25 These projects removed 5,690 waste tires at the cost of

1 \$3.98 per tire. The LEA is currently administering a
2 \$41,575 waste tire cleanup grant in the same border area.
3 And this photo here shows the tires that they've collected
4 in the last quarter ready to get picked up by a hauler.

5 --o0o--

6 MS. BUCHANAN: Representatives from the LEA have
7 been attending the Bi-National Border 2012 meetings in
8 order to understand the tire disposal issues that face
9 Mexico. Through our participation in these meetings, we
10 have been introduced to Mexican official working with
11 waste tires.

12 --o0o--

13 MS. BUCHANAN: Discussions with SEMARAT, which is
14 the federal government agency in Mexico, and the state
15 agency called El Direccion eneral de Ecologia del Estado
16 del Baja California have focused on developing the
17 infrastructure for collection of waste tires for transport
18 to Cemex in Ensenada to use as tire-derived fuel. A
19 similar program was implemented in 2004 in Tijuana where
20 about 40,000 tires were cleaned up and sent to Ensenada.

21 --o0o--

22 MS. BUCHANAN: Our current understanding of the
23 situation is that the city of Tijuana needs a sustainable
24 recycling program with convenient collection centers.
25 Enforcement incentives and education are crucial

1 components of a successful program.

2 --o0o--

3 MS. BUCHANAN: Through our contract, we are able
4 to assist planners and interested parties in the
5 development of an outreach program to promote waste tire
6 collection and recycling. We are also able to conduct
7 workshops on waste tire enforcement, recycling, and
8 environmental education.

9 --o0o--

10 MS. BUCHANAN: It is our desire to coordinate
11 with the municipal, State, federal, and non-government
12 agencies working with tires in Tijuana in order to improve
13 environmental and public health on both sides of the
14 border.

15 Thank you.

16 MS. FRENCH: Thank you, Christina. I think next
17 we'll go into the Manifest Program with Keith Cambridge.

18 SUPERVISOR CAMBRIDGE: Good morning. My name is
19 Keith Cambridge, the Program Manager of the Hauler
20 Manifest Section.

21 The Hauler Registration Program oversees
22 approximately 1,070 registered waste tire companies which
23 comprise 6500 waste tire vehicles. Any person who
24 transports ten or more waste tires on a public road is
25 required to be registered with the Board as a waste tire

1 hauler unless exempt by statute.

2 The application process to become a registered
3 waste tire hauler is quite simple. The applicant must
4 complete and submit an application form, 60, listing the
5 business information as well as the vehicles they intend
6 to register with and must also turn in \$10,000 surety
7 bond, which is Waste Form 61. Aside from the cost of the
8 bond, which is obtained from the private insurance
9 carrier, there is no cost for the registration process,
10 nor is there any restriction on the number of vehicles
11 that can be registered to one company.

12 The registration period is through the calendar
13 year and expires on December 31st, so the hauler must
14 renew prior to this date or cease hauling of the tires
15 after that renewal date for that registration year.

16 In addition to the hauler registration, the
17 program also receives the California Uniform Waste and
18 Used Tire Manifest System. This program involves
19 approximately 16,000 waste tire businesses such as
20 generators, haulers, end-use facilities. For any tire
21 transaction, a waste tire manifest form must be completed
22 showing the point of generation to the point of disposal.

23 Both the Hauler and Manifest Programs have been
24 established since 1995. However, since that time, the
25 Manifest Program has undergone substantial changes as you

1 might know. The original manifest program involved only
2 the generator, the hauler, and end-use facilities. Copies
3 of the manifest documents were kept between these parties,
4 and not with the Waste Board.

5 In 2003, as required by SB 876, the Board
6 developed the California Uniform Waste Tire Manifest
7 System, comprising of the manifest form and the waste tire
8 trip log. Extensive training and materials were provided
9 to the entire regulated community of 16,000 on the
10 manifest system. However, some substantial problems arose
11 with this new system. The regulated community felt that
12 this form was very complicated and very time consuming to
13 complete for every tire transaction they performed with
14 very few forms being completed correctly.

15 While on the staff side, we received
16 approximately 5,000 forms per week, which staff and
17 students were required to open, scan, tabulate the
18 information into the WTMS, or the Waste Tire Management
19 System. Needless to say, this was a very time-consuming
20 process. And in some instances, staff was met with some
21 aggressive actions of the community whereby the manifest
22 was being submitted either stapled or taped all around the
23 entire form, making it nearly impossible to open.

24 As the community displeasure grew, staff was
25 requested by the Board to re-examine these forms and

1 develop something a little bit more accommodating where
2 the tracking and usable information could still be
3 captured but the forms were simpler to complete and less
4 time consuming. Staff developed the comprehensive trip
5 log form which was adopted into regulation in July 2005
6 and responsible for placing upon the hauler community to
7 complete the form. Staff felt by limiting the
8 responsibility to just the haulers, it would allow for a
9 more quick understanding of the form. Once again, the
10 training was offered to the regulated community in July
11 2005 on the use of these forms.

12 The CTL form had been widely received by the
13 hauler community as it's far simpler and less time
14 consuming. In addition, the development of this form has
15 reduced the required volume of paperwork from more than
16 437,000 manifest and trip log in an eight-month time
17 period to approximately 141,000 CTL forms, which is a
18 reduction of 67 percent. That includes the purchasing,
19 mailing out the forms, pre-paid postage, as well as staff
20 preparation.

21 At the same time, staff has been continually
22 striving to place more haulers on the electronic data
23 transfer system, which is our EDT program. In 2002, the
24 Board had two larger haulers using EDT. In 2004, we
25 doubled that number to four. And then at the July 2006

1 Board meeting, I was reporting eight companies were now
2 using EDT. Staff is now pleased to announce as of this
3 last past week we're now up to eleven companies using the
4 process the Board has done through electronic means.

5 Staff will continue to make all efforts to get
6 more haulers on board with the EDT program. A review of
7 approximately 46 to 47 percent of the total records now
8 submitted to the Board is through electronic means. As
9 far as EDT, there is no paperwork submitted to the Board.
10 The printing of forms is by the hauler. They take on that
11 responsibility themselves. The information is more
12 accurate and complete and you can read it a lot easier.

13 The current Hauler and Manifest Program consists
14 of one supervisor, four IWMS positions, one office tech
15 part-time, and eight students. The main function of this
16 program is to process all paperwork associated with the
17 hauler registration on a continual basis, assist the
18 regulated community enforcement agencies and the like who
19 call in on our toll-free number. More than 1,000 calls
20 are received on a monthly basis. Maintain the WTMS
21 complaint system where more than 1500 complaints are
22 entered annually. Program staff issues Letters of
23 Violation to their unregistered haulers or haulers with
24 manifest violations. Facility complaints are referred to
25 our enforcement section for appropriate follow-up.

1 We prepare a quarterly newsletter that we pass
2 out to the hauler community updating them on current laws,
3 regulations, and any other helpful material. We prepare
4 and assist haulers to become EDT users by helping them
5 develop their own forms to be compliant with the EDT
6 requirements.

7 We provide the necessary hauler and manifest
8 training throughout the state. We also this last year
9 provide the necessary hauler and manifest training into
10 Mexico for the Tijuana and Mexicali through some of our
11 staff members going down there teaching them.

12 We review the manifest documentation for
13 completeness and accuracy and then prepare the necessary
14 violation notices for these operators. We review the
15 manifest documentations and determine discrepancies in
16 reporting volumes of tires the vehicles used in the
17 hauling of waste tires and prepare the necessary
18 Violations of Notices for these operators.

19 And we prepare and submit Statements of Fact to
20 the Legal Office for enforcement actions on repeat
21 violators. In the past two years, the Hauler Manifest
22 Program has referred over 24 administrative complaints to
23 the Legal Office for appropriate follow-up and action with
24 their penalties to be assessed of over \$127,000 and an
25 additional \$95,000 as a probationary payment held in

1 abeyance should they violate any of those laws in the next
2 two years.

3 The budget for the fiscal 2005-2006 was \$550,000.
4 This was then reduced this last year to \$450,000 for the
5 remaining years.

6 That concludes my presentation.

7 MS. FRENCH: At this time, we'd like to ask the
8 public to see if there was any comments on our enforcement
9 and regulations related to the storage of waste tires or
10 the waste and used tire hauler program and manifest
11 system. Do we have any speakers?

12 Okay. Then I guess we will move on to the
13 cleanup, abatement, and other remedial actions related to
14 the tire stockpiling throughout the state of California.
15 And we have Bob Fujii.

16 --o0o--

17 SUPERVISOR FUJII: Good morning. I'm Bob Fujii.
18 I manage the Board's Waste Tire Remediation Program. Let
19 me just talk briefing about the background of this
20 program.

21 It was authorized under PRC Section 42846, and it
22 essentially allows the Board to perform any cleanup,
23 abatement, or remedial work required to prevent
24 substantial pollution, nuisance, or injury to public
25 health and safety at waste tire sites in most cases where

1 the responsible parties have failed to take appropriate
2 actions. These efforts may entail us stabilizing piles
3 until they can be removed, removing all the waste tires,
4 remediating the tires after the tires are removed, and/or
5 awarding grants to local governments to conduct the
6 cleanups on behalf of the Board.

7 The main components of this section of the
8 Five-Year Plan are: Long-term remediation projects,
9 short-term remediation projects, Local Government Waste
10 Tire Cleanup Grant Program, Local Government Amnesty Day
11 Grant Program; Farm and Ranch Solid Waste Cleanup and
12 Abatement Grant Program. We've done some training with
13 the Office of State Fire Marshal Training. And then we
14 maintain an Emergency Reserve Account.

15 I'll talk a little bit briefly about the
16 long-term remediation projects. Jim mentioned briefly a
17 little bit about these. The two main projects we have in
18 this area were the Westley and Tracy tire fire sites. And
19 for the most part, both of these sites have been cleaned
20 up.

21 The Westley site remediation activities were
22 completed in October 2002. We did it in less than three
23 years at a cost of about \$17 million.

24 The Tracy remediation project, the activities
25 there with the exception of some ground water monitoring

1 that's still ongoing was completed in May of 2006. The
2 remediation work was completed in just over three years at
3 a cost of \$19 million.

4 The Five-Year Plan provided \$1.3 million in
5 05-06. However, since the long-term remediation projects
6 were completed, no additional funding was provided in
7 06-07, nor are we proposing any additional funding in the
8 future Five-Year Plan.

9 Short-term remediation projects. These are sites
10 that have been referred to us by our Tire Enforcement
11 Program that Georgianne Turner had briefed you on earlier.
12 Typically, they're situations where as I mentioned earlier
13 the owners or operators are unable to remediate their
14 sites. The Board has exhausted all their administrative
15 remedies with our enforcement section. They're referred
16 to us for cleanup. We bring those sites before the Board
17 for approval. And once approved, the Board's cleanup
18 contractors with oversight by Board staff goes ahead and
19 does the cleanup work.

20 During 2005 and the first part of 2006, we
21 cleaned up approximately 1.5 million tires at eleven sites
22 at a cost of about just over \$3.8 million. The Five-Year
23 Plan has recommended \$1.5 million for both 05-06 and
24 06-07. We are proposing additional funding to continue to
25 support this program in the future Five-Year Plan.

1 Let me talk briefly about our Local Waste Tire
2 Cleanup Grant Programs. There are two of them. Under the
3 Local Waste Tire Cleanup Grant Program, the purpose is to
4 facilitate the removal, transport, and reuse, recycling or
5 disposal of waste tires from illegal tire piles in areas
6 where illegal dumping has occurred along public
7 right-of-ways. This is done by providing grants to local
8 government partners and Native American reservations and
9 rancherias.

10 In 05-06, the Board awarded 31 grants at \$780,000
11 for grants in this program. In 06-07, \$1 million is
12 allocated in the Five-Year Plan for this program. We'll
13 be proposing similar amounts of funding in the future
14 program.

15 For the Amnesty Day Grant Program, these are
16 grants that we give to local governments to develop public
17 education materials on proper maintenance and disposal of
18 automobile tires, and so then they also hold Amnesty
19 events where the public can drop off waste tires for free.
20 In 05-06, the Board awarded 31 grants funded at 809,000 to
21 local governments.

22 In 06-07, \$1.72 million has been allocated in the
23 Five-Year Plan. And the criteria for this program, we're
24 going to combine the application for the Amnesty Day and
25 Cleanup Grant Program as we did last year. This criteria

1 is up before the Board this month, and they'll be
2 considering that criteria. And we expect a NOFA to be sent
3 out shortly thereafter. For future Five-Year Plans, we
4 are proposing similar funding. So that's pretty much it
5 for that.

6 Farm and Ranch Solid Waste Cleanup Grant Program,
7 the purpose of this grant program is to remediate solid
8 waste that has been disposed of illegally on farm and
9 ranch properties. It's authorized under SB 876. The
10 funds are required to be allocated to pay the cost of
11 cleanup, abatement, or other remedial actions related to
12 the disposal of whole tires in implementing and operating
13 this program. This program cleans up sites that in the
14 past have acted like a magnet for white goods and other
15 solid waste and are attractive nuisances.

16 During 05-06, 17,936 tires were collected,
17 compared to 19,463 collected in the previous year.

18 For 06-07, 400,000 is allocated in the Five-Year
19 Plan, and we will be proposing similar funding for the
20 future Five-Year Plan.

21 For our training with the State Fire Marshal's
22 Office, we just completed an updated tire fire curriculum.
23 We worked with the appropriate State fire agencies to
24 develop a tire fire protocol, worked with the Western Fire
25 Chiefs' Association to update and amend the Uniform Fire

1 Code. In addition, the Office of State Fire Marshal in
2 conjunction with some Board staff conducted a statewide
3 training for many of the local fire jurisdictions on this
4 fire curriculum.

5 The effort was previously funded at 100,000 from
6 a previous Five-Year Plan, 04-05. But since we just
7 completed last year, no funding was proposed for the 06-07
8 budget. And we are not proposing any additional funding
9 for this for about four years. And the next funding will
10 be provided in 08-09.

11 And as I mentioned earlier, we're required by
12 statute to maintain a \$1 million reserve, which we are
13 proposing to do in the future Five-Year Plan.

14 That completes my presentation. Any questions?

15 MS. FRENCH: Do we have any comments from the
16 public?

17 DEPUTY DIRECTOR LEE: I want to take this
18 opportunity to encourage those of you that are in the
19 audience if you have any questions or comments about any
20 of these issues as we go through them, please speak up.
21 In the event that the cat does have your tongue this
22 morning for whatever reason, you know, we are going to
23 continue to receive comments in written form. And I think
24 on the announcement for the meeting, I think Sally has
25 published a -- you can send them to Sally French at the

1 waste Board Tire Program. Obviously, we'd like to receive
2 those comments as soon as be possible so they can be
3 considered in staff's deliberations as we work to put
4 together the draft plan for presentation in January.

5 I think since we're getting through the agenda
6 much more rapidly than we had anticipated, I think we're
7 going to make some changes here. First, we're going take
8 a ten-minute break for our court reporter and also to
9 switch speakers here at the dais.

10 And I think again if the rest of the planned
11 sessions for the day go as quickly as these, we're
12 probably going to work through lunch so we can adjourn
13 earlier than our proposed 3:00 time frame. So I hope that
14 meets with everyone's approval. So let's take ten minutes
15 and come back at five minutes to 11:00. Thank you.

16 (Thereupon a recess was taken.)

17 DEPUTY DIRECTOR LEE: Thank you and welcome back.
18 We're going to start the next phase of our presentation.
19 Frank Simpson is going to discuss the Research Element of
20 our Five-Year Plan.

21 --o0o--

22 SUPERVISOR SIMPSON: Good morning. I'm Frank
23 Simpson with the Product Promotion and Assistance Section.

24 Our section is here to encourage the activities
25 that reduce the number of waste tires going to landfills,

1 and we do that by focusing on research, business
2 assistance, market development, and product procurement.

3 Now we're very proud of two relatively new
4 programs, the Tire-Derived Product Grant Program and the
5 Tire-Derived Business Assistance Program. On both, we are
6 carefully monitoring performance and asking ourselves the
7 question: If effective, what results should be achieved
8 while looking at the accomplishments in terms of outcomes.

9 I'm happy to report that so far our goals are on
10 track. And in the some cases, we're a little bit ahead of
11 schedule. In the Business Assistance Program, we're
12 serving 19 businesses, and our goal was 25 by 2010. We're
13 on track in determining waste tire generation. Our
14 Tire-Derived Product Grant Program is short, simple, and
15 user friendly. And our marketing outreach and social
16 marketing campaigns are well underway.

17 Now to the elements that we are responsible for
18 which are research and market development. The continuing
19 education units and curricula for RAC and civil
20 engineering applications, this contract is designed to be
21 used to develop a program for awarding continuing
22 education units to engineers and others for taking new or
23 refresher courses regarding RAC and civil engineering
24 applications. Staff has met with the University of
25 California Berkeley Institute of Transportation Studies,

1 Sierra College in Rockland, and we're scheduled to meet
2 with Chico State University next month. We anticipate
3 this contract will be let by December.

4 Next is the tire-derived product testing and
5 certification. This item was rolled into the Business
6 Assistance Program, and it will provide testing and
7 certification for new products consistent with the
8 specifications and requirements provided by Caltrans,
9 other agencies, and local governments.

10 The life cycle assessment of tire management
11 methods, this was discontinued due to the Board
12 prohibitions on tire-derived fuel.

13 The generation and diversion data study, the
14 Board has an existing contract with Sacramento State
15 University. We are expecting results by the end of
16 December. Staff will use this information to calculate
17 future diversion and disposal data on waste tire
18 generation, markets, and disposal. The study will also
19 examine the correlation between the various methods the
20 Board uses to determine the number of tires generated,
21 diverted, and disposed.

22 Next is identifying the market demand for
23 tire-derived products. This project is included in the
24 Business Assistance Program, and we'll be looking for
25 opportunities that exist for a variety of products that

1 currently are produced outside the state to be produced in
2 California. This contract will identify products for
3 which there is an existing market demand that are made
4 elsewhere but could be made in California with recycled
5 rubber.

6 I'll now turn it over to Lillian for border
7 outreach activities.

8 SUPERVIR CONROE: Good morning. I'm Lillian
9 Conroe, Supervisor, Waste Tire Enforcement for the
10 Southern California area.

11 Talking about the border outreach activities, in
12 recognition of the potential serious threat to the health
13 and safety and environmental with the border communities
14 caused by stockpiled tires in Mexico, the California
15 Integrated Waste Management Board will provide or is
16 providing technical assistance and outreach to the Mexican
17 government officials along with the partnership of the
18 U.S. EPA, Board, out-of-state haulers, other stakeholders.
19 Furthermore, CIWMB will work with border officials and
20 others to better understand the flow of used tires into
21 Mexico.

22 Based on the results of these efforts, the staff
23 recommends changes to improve current California-Mexican
24 waste tire policies, regulations, and procedures regarding
25 cross border issues and markets for tire-derived products

1 in Mexico.

2 Along with those lines and with Christine's
3 presentation, the Integrated Waste Management Board
4 currently has a contract with the City of San Diego Local
5 Enforcement Agency to be our ears and eyes to identify the
6 source of tires that are currently flowing from Tijuana
7 into the city of San Diego. And what we're doing is
8 they're working with the government to look at their
9 current regulations and procedures on waste tire dumping
10 to work with the Mexican government in Tijuana and Baha,
11 California to maybe help them to enhance or improve their
12 regulations on waste tire dumping to prevent the tires
13 flowing into the city of San Diego along the
14 California-Mexican border.

15 Also along with the border outreach activities,
16 we are strong participants in the Border 2012
17 California/Baha Task Force and providing technical
18 assistance on tire cleanups along the California-Mexican
19 border along with the U.S. EPA and other agencies.

20 The bottom line, the goal of participation with
21 the Border 2012 Task Force is to improve the health and
22 welfare of the California-Mexican border communities. Any
23 questions?

24 MS. FRENCH: Next we have Bob Fujii to talk about
25 our civil engineering applications for waste tires.

1 SUPERVISOR FUJII: Good morning, again.

2 The Board has expended a significant amount of
3 resources in promoting the use of tire-derived aggregate,
4 TDA, in various civil engineering applications throughout
5 the state. Through our contractor, Dana Humphreys, who is
6 an internationally known expert in the use of tire-derived
7 aggregate, the Board continues to provide education on and
8 promote the use of TDA as an alternative to -- one of the
9 uses is lightweight fill materials in highway construction
10 projects.

11 We've made a significant amount of progress using
12 TDA in our civil engineering projects, but there's still a
13 large amount of work that needs to be done. We've done
14 two projects in southern California -- actually, we've
15 completed one project and currently working on one
16 retaining wall project in southern California. We
17 partnered with Caltrans to try to promote the uses of this
18 material to basically redesign the amount of -- current
19 design used in retaining walls to reduce the cost of
20 constructing them. And we hope to have that data real
21 soon. We're working on that current project right now --
22 or the last project right now.

23 For fiscal year 06-07, the 500,000 is allocated
24 in the Five-Year Plan for this program. We'll be
25 continuing this effort to do another contract for this

1 year that will have criteria or -- excuse me -- scope of
2 work before the Board later on this year. And we propose
3 a similar amount of funding in the future Five-Year Plan.

4 That completes my presentation for that section.

5 MS. FRENCH: That concludes our research section.

6 We'd like to ask the public if they have any
7 comments to come forward.

8 Bill Prinz with the City of San Diego.

9 MR. PRINZ: Good morning. I'm Bill Prinz with
10 the City of San Diego Solid Waste Local Enforcement
11 Agency. And we're participating in the border contract,
12 the presentation that Christina gave earlier this morning.
13 And we are looking at the budget projections for the next
14 five years. And the border outreach activities, we see
15 that the \$50,000 grant contract is allocated over the FY
16 06-07, but for '08 and beyond, there doesn't look like
17 there's any projected funds.

18 And part of the ground work that we're building
19 now with the city of Tijuana and the Mexican government, I
20 believe we're going to have ongoing efforts in our
21 outreach with the Mexican government and to actually put
22 into practice some of the groundwork and the projects that
23 we're developing with them at this time. I was wondering
24 what continued funding the State might propose for those
25 projects.

1 DEPUTY DIRECTOR LEE: Bill, this is Jim Lee with
2 the Special Waste Division.

3 I think the Board has stated that they are
4 committed to looking into this border issue, continuing to
5 work in that particular area. I want to believe the only
6 reason that the two years funding were proposed is because
7 that was all there was projects that were outlined. You
8 know, that the projects were discussed with us, that the
9 funding proposed was enough to accommodate that.

10 If there are additional elements that you see
11 ongoing, then again we'd like to review the specifics of
12 any kind of proposal you have in this regard so we can
13 consider them and make our recommendations to the Board
14 for consideration.

15 MR. PRINZ: We'll be meeting with Lillian next
16 week, and we can develop some of those proposals.

17 We were having another meeting in Tijuana on next
18 Wednesday with some of the tire businesses, kind of a tire
19 co-op chamber of type group and the city officials. And
20 we're going to be probably putting more flesh on the
21 outline of the project we're developing. And we'll
22 probably have more ideas of where we want to take it. And
23 we'll also be meeting, like I said, with Lillian that same
24 day. It will be prior to the meeting with Tijuana, but
25 we'll, you know, report back to her. We've been keeping

1 in contact with her.

2 But we would hope that, you know, the zeros in
3 that field up there are just, you know, would be -- there
4 would be opportunities from our funding in those areas.
5 Thank you.

6 MS. FRENCH: Do we have any more comments on
7 research?

8 Okay. I guess we will move on to our Market
9 Development and New Technology Activities for Waste and
10 Used Tires. And we'll start with Frank Simpson.

11 --o0o--

12 SUPERVISOR SIMPSON: This is table 9, page 25 of
13 the Five-Year Plan. The National Product Stewardship
14 Institute Sponsorship for Tires, this project is split
15 funded with the E-Waste Program and currently is under
16 way. The sponsorship is designed to help facilitate
17 national product stewardship discussions with other
18 states, U.S. EPA, and interested parties.

19 The social marketing campaign to promote
20 sustainable practices, this campaign is being handled by
21 Ogilvy Public Relations Worldwide and the Board's Office
22 of Public Affairs. It's designed to follow up on the tire
23 care survey conducted by California State University Chico
24 and the community-based social marketing pilot project
25 conducted by the California State University San Marcos

1 Foundation.

2 The tire-derived product grants, the TDP grants,
3 replace the grants for playground cover and for track and
4 other recreational surfacing programs by providing funds
5 based on the number of California tires used. This new
6 grant program involves a streamlined grant process. Local
7 government entities submit an application used to
8 determine grant eligibility, and that eligibility is based
9 on whether an applicant is an official government entity
10 authorized to purchase products for the jurisdiction.

11 At this month's Board meeting, the Board did
12 agree to allow jurisdictions to contribute to the cost of
13 the materials for a project to be done under the TDP
14 grant.

15 Onto the Business Assistance Program, this is a
16 brand-new program well on its way to achieving success.
17 BAP is designed to increase the demand for tire-derived
18 products by building the capacity and improving cost
19 efficiencies of tire-derived product businesses. Business
20 owners have built and are running their businesses. But
21 in some cases, they lack experience in other critical
22 areas. This summer, 19 eligible businesses applied for
23 business assistance to evaluate and improve their business
24 plan and operations, to enhance their marketing efforts,
25 to test and certify new products, and purchase necessary

1 equipment.

2 The targeted outreach for tire-derived projects,
3 this is also a contract with Ogilvy Public Relations, and
4 it's part of the strategy to influence State and local
5 governments to increase the number of RAC and civil
6 engineering projects and in general to purchase
7 tire-derived products. They're also performing outreach
8 tasks to coordinate other related efforts designed to
9 promote the use of RAC, TDA, and other tire-derived
10 products.

11 Support of other Board market development
12 activities, this is a combination of various activities,
13 including sustainable building, CalMAX, environmentally
14 preferable and recycled products, the Waste Reduction
15 Awards Program, special waste and vehicle efficiency, and
16 sustainable building projects. Implementation of these
17 activities has been delayed in part due to the West End
18 Project postponement, and not all of the activities have
19 yet been accomplished.

20 The tire forums, rather than holding a
21 traditional tire conference as we once did, the Board is
22 now holding tire workshops, forums, and training. The
23 events provide attendees with up-to-date information on
24 the Board's waste tire management processes and provide a
25 venue to discuss all aspects of waste tire management,

1 recycling technologies, and research.

2 The State agency partnerships to promote the use
3 of tire-derived products, this year's project was with the
4 California State Fair using a variety of products, and we
5 were finalizing a venue for next season. The concept is
6 to partner with other State agencies to identify
7 cost-effective tire-derived products that can replace
8 existing products that are purchased.

9 I would like to hand it off to Nate for the
10 Targeted RAC Incentive Program.

11 MR. GAUFF: Thank you. I'm Nate Gauff. I'm with
12 the Special Waste Division. I want to preface my
13 discussion on the targeted program by saying of the fiscal
14 year 05-06 and 06-07 allocations, \$250,000 from each
15 fiscal year was actually encumbered into the contract that
16 we have with MACTEC for the engineering consultation for
17 the RAC program.

18 So of this year's money, fiscal year 06-07, there
19 was actually 2.182818 available for grants. All that
20 money has been awarded so far, and we did receive an
21 additional \$4 million allocation from the Board for the
22 targeted program at the October 2006 meeting.

23 On the continuation of RAC Use Grant Program,
24 this is a follow-up to the Kuehl Bill Program which you
25 see at the bottom of the table in the 05-06 fiscal year.

1 That program is allocated at 1.5 million, and we did also
2 receive an additional \$1 million allocation for that
3 program at the October 2006 Board meeting. So there's a
4 total of 2,500,000 for that program for this fiscal year.
5 And we anticipate awarding all of that by the end of the
6 fiscal year.

7 The other thing I want to talk about briefly
8 while I'm here is the RAC technology centers which is
9 farther down the table. There's actually \$350,000
10 allocated this year, and we're anticipating awarding
11 100,000 of that for 06-07. So thank you.

12 SUPERVISOR FUJII: And I think the last component
13 on this particular session is the civil engineering grants
14 and contracts. And what we're trying to do under this
15 particular line item is to continue to support the Board's
16 efforts to promote the tire-derived aggregate as I
17 mentioned previously in the research comments I made.
18 We're anticipating awarding contracts and/or grants that
19 will be used for construction management oversight,
20 materials, and other costs associated with TDA projects.

21 We will continue to target projects in which TDA
22 is used in applications such as lightweight fill, gas
23 collection at landfills, drainage layer, erosion control,
24 vibration, dampening, layers, and light rail applications.
25 And hope to partner with some local governments in order

1 to make this happen.

2 In the current fiscal year 06-07, \$1.5 million is
3 allocated in the Five-Year Plan for this program, and we
4 are proposing similar funding in the future Five-Year Plan
5 to continue our efforts in this area.

6 And that concludes my comments on that section.

7 MS. FRENCH: At this time we'd like to ask anyone
8 from the public that has questions on the market
9 development to come forward.

10 I guess, Jim, I'll turn it over to you.

11 DEPUTY DIRECTOR LEE: Well, I think we've
12 completed the second half even faster than the first.

13 I wish to believe that the reason for not
14 receiving much public input at that particular forum is
15 that my staff and I have been taking every opportunity,
16 you know, over the last 12 to 18 months to keep the
17 stakeholders and interested parties, you know, up to date
18 with regards to what's going on with the Tire Program. I
19 think we hold, you know, virtually a meeting every month,
20 our tire interested parties meeting just for that purpose,
21 so that again, you know, we aren't just coming to you on
22 these kind of biennial planning sessions. So I'd like to
23 believe that those efforts are baring fruit and that again
24 a lot of the concerns that you might have otherwise or
25 issues that you might have otherwise brought to the table

1 today, you know, are being addressed to your satisfaction.

2 In any event as I mentioned earlier, we will
3 provide an additional opportunity if there's something
4 else that you want to get in in writing, you weren't able
5 to come to a meeting either in Sacramento or here at
6 Diamond Bar, please get your comments into us in writing
7 as soon as possible. Like I said, we'd like a chance to
8 kind of deliberate on them and to give them adequate
9 consideration before bringing out our draft in January.

10 So with that, again --

11 --o0o--

12 DEPUTY DIRECTOR LEE: Sally just put a slide on
13 the screen for me. This is just a notification of our
14 last two proposed meetings for the Five-Year planning
15 process. We have a meeting scheduled on January 18th in
16 Sacramento. This one will be before the Special Waste
17 Committee. And in it, staff will be bringing forward
18 again their draft proposal in consideration of all of the
19 comments received and staff's deliberations, you know,
20 with regards to their opinions on the program. So that's
21 in January 18th.

22 There will be a follow-up meeting in March 15th
23 again to reflect any changes that are again coming out of
24 January. And again, the ultimate game plan is to have a
25 plan that can be proposed to the Board for adoption at the

1 May Board meeting.

2 --o0o--

3 DEPUTY DIRECTOR LEE: So again, I want to thank
4 all of you that attended this afternoon. Wanted to thank
5 those who may be listening on the web.

6 I particularly wanted to thank my staff, who I
7 believe did a very good job in setting forth and
8 describing for you all that we are working on as part of
9 this Five-Year Plan.

10 And I want to thank our Board member in
11 attendance, Ms. Rosalie Mulé, for taking time out of her
12 schedule to be with us here today.

13 So again thank you for your time. And I guess
14 we'll see you in January.

15 (Thereupon the California Integrated Waste
16 Management Board, Five-Year Plan Workshop
17 adjourned at 11:20 a.m.)

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1 CERTIFICATE OF REPORTER

2 I, TIFFANY C. KRAFT, a Certified Shorthand
3 Reporter of the State of California, and Registered
4 Professional Reporter, do hereby certify:

5 That I am a disinterested person herein; that the
6 foregoing hearing was reported in shorthand by me,
7 Tiffany C. Kraft, a Certified Shorthand Reporter of the
8 State of California, and thereafter transcribed into
9 typewriting.

10 I further certify that I am not of counsel or
11 attorney for any of the parties to said hearing nor in any
12 way interested in the outcome of said hearing.

13 IN WITNESS WHEREOF, I have hereunto set my hand
14 this 6th day November, 2006.

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